2003
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
136

City of Waynesboro

Prepared By

Virginia Department of Transportation
Mobility Management Division

In Cooperation With

U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

US Route

Virginia State Route

Secondary Route

Special Routes

Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route

ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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City of Waynesboro

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Waynesboro																
East 64				From: WCL Waynesboro												
	0.23	**15000**	**G**	86%	1%	1%	1%	11%	0%	F	0.075	F		15000	G	2003
	Combined Traffic:	**31000**	**G**	86%	1%	1%	1%	11%	0%	F	NA			30000	G	
				To: US 340												
East 64				From:												
	1.95	**16000**	**A**	86%	1%	1%	1%	11%	0%	C	0.109	A		16000	A	2003
	Combined Traffic:	**32000**	**A**	86%	1%	1%	1%	11%	0%	C	0.108	A	0.569	32000	A	
				To: 136-5118 Delphine Ave To 07-624												
East 64				From:												
	0.70	**13000**	**G**	86%	1%	1%	1%	11%	0%	F	0.077	F		12000	G	2003
	Combined Traffic:	**26000**	**G**	86%	1%	1%	1%	11%	0%	F	NA			26000	G	
				To: ECL Waynesboro												
West 64				From: WCL Waynesboro												
	0.43	**15000**	**G**	86%	1%	1%	1%	11%	0%	F	0.079	F		15000	G	2003
	Combined Traffic:	**31000**	**G**	86%	1%	1%	1%	11%	0%	F	NA			30000	G	
				To: US 340												
West 64				From:												
	2.15	**16000**	**A**	86%	1%	1%	1%	11%	0%	C	0.121	A		16000	A	2003
	Combined Traffic:	**32000**	**A**	86%	1%	1%	1%	11%	0%	C	NA			32000	A	
				To: 07-624 Delphine Ave												
West 64				From:												
	0.30	**14000**	**G**	86%	1%	1%	1%	11%	0%	F	0.094	F		13000	G	2003
	Combined Traffic:	**26000**	**G**	86%	1%	1%	1%	11%	0%	F	NA			26000	G	
				To: ECL Waynesboro												
				From: WCL Waynesboro												
250 Main St	0.84	**22000**	**G**	98%	0%	1%	0%	0%	0%	F	0.085	F	0.508	24000	G	2003
				To: Carman Ave												
250 Main St	0.30	**24000**	**G**	From: 98%	0%	1%	0%	0%	0%	F	0.081	F	0.502	25000	G	2003
				To: Hopeman Pkwy												
250 Main St	0.67	**16000**	**G**	From: 98%	0%	1%	0%	0%	0%	F	0.089	F	0.517	17000	G	2003
				To: US 340 Rosser Ave												
250 Main St	0.25	**14000**	**G**	From: 98%	0%	1%	0%	0%	0%	F	0.086	F	0.538	15000	G	2003
				To: Poplar Ave												
250 Broad St	0.50	**15000**	**G**	From: 98%	0%	1%	0%	0%	0%	F	0.087	F	0.534	15000	G	2003
				To: Wayne Ave												
250 Broad St	0.12	**12000**	**G**	From: 98%	0%	1%	0%	0%	0%	F	0.087	F	0.571	13000	G	2003
				To: Arch Ave												
250 Broad St	0.44	**8200**	**G**	From: 96%	0%	2%	0%	1%	0%	C	0.083	F	0.536	8600	G	2003
				To: US 340 Main St												
				From: US 340 Broad St												
250 Main St	0.19	**14000**	**G**	96%	0%	2%	0%	1%	0%	F	0.084	F	0.524	15000	G	2003
				To: US 340 Delphine Ave												
				From: Delphine Ave												
250 Main St	1.00	**8300**	**G**	94%	0%	3%	0%	2%	0%	F	0.098	F	0.581	8800	G	2003
				To: Hunter St												
250 Main St	0.44	**6900**	**G**	From: 94%	0%	3%	0%	2%	0%	C	0.099	F	0.58	7300	G	2003
				To: ECL Waynesboro												
				From: WCL Waynesboro												
254 Ivy St	1.19	**7100**	**G**	94%	1%	2%	1%	1%	0%	C	0.095	F	0.653	7600	G	2003
				To: Hopeman Pkwy												
254 Ivy St	0.52	**7300**	**G**	From: 94%	1%	2%	1%	1%	0%	F	0.094	F	0.505	7800	G	2003
				To: King Ave												
254 Poplar Ave	0.30	**12000**	**G**	From: 97%	0%	2%	1%	0%	0%	C	0.091	F	0.556	13000	G	2003
				To: Broad St												
254 Poplar Ave	0.07	**4000**	**G**	From: 97%	0%	2%	1%	0%	0%	F	0.094	F	0.562	4300	G	2003
				To: Main St												

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Waynesboro																
				From: WCL Waynesboro												
340 Rosser Ave	0.34	**20000**	**G**	95%	0%	1%	1%	2%	1%	C	0.085	F	0.506	20000	G	2003
				To: I-64												
				From:												
340 Rosser Ave	0.56	**23000**	**G**	98%	0%	1%	0%	1%	0%	F	0.086	F	0.505	24000	G	2003
				To: Lew Dewitt Blvd												
				From:												
340 Rosser Ave	0.71	**14000**	**G**	98%	0%	1%	0%	1%	0%	C	0.088	F	0.505	15000	G	2003
				To: Northgate Ave												
				From:												
340 Rosser Ave	0.61	**12000**	**G**	98%	0%	1%	0%	1%	0%	F	0.087	F	0.502	12000	G	2003
				To: Forrest Dr												
				From:												
340 Rosser Ave	0.56	**9000**	**G**	98%	0%	1%	0%	1%	0%	F	0.082	F	0.54	9600	G	2003
				To: US 250 Main St												
				From: Rosser Ave												
340 Main St	0.38	**10000**	**G**	98%	0%	1%	0%	1%	0%	F	0.086	F	0.504	11000	G	2003
				To: New Hope Rd												
				From:												
340 Main St	0.35	**8100**	**G**	98%	0%	1%	0%	1%	0%	F	0.087	F	0.544	8500	G	2003
				To: Wayne Ave												
				From:												
340 Main St	0.14	**6200**	**G**	98%	0%	1%	0%	1%	0%	F	0.088	F	0.512	6500	G	2003
				To: Arch Ave												
				From:												
340 Main St	0.39	**9100**	**G**	98%	0%	1%	0%	1%	0%	F	0.085	F	0.531	9700	G	2003
				To: US 250 Broad St												
				From:												
340 250 Main St	0.19	**14000**	**G**	96%	0%	2%	0%	1%	0%	F	0.084	F	0.524	15000	G	2003
				To: Main St												
				From:												
340 Delphine Ave	0.25	**12000**	**G**	94%	1%	2%	1%	2%	0%	F	0.089	F	0.56	12000	G	2003
				To: 7th St												
				From:												
340 Delphine Ave	0.60	**12000**	**G**	94%	1%	2%	1%	2%	0%	F	0.088	F	0.557	12000	G	2003
				To: Second St												
				From:												
340 Delphine Ave	0.81	**9500**	**G**	94%	1%	2%	1%	2%	0%	F	0.087	F	0.555	10000	G	2003
				To: Hopeman Pkwy												
				From:												
340 Delphine Ave	0.25	**9500**	**G**	94%	1%	2%	1%	2%	0%	C	0.087	F	0.627	10000	G	2003
				To: NCL Waynesboro												
				From: Shenandoah Ave												
1 Kirby St	0.12	**340**	**G**	94%	0%	2%	3%	0%	0%	C	0.118	F	0.561	360	G	2003
				To: A Street												
				From: Kirby Ave												
2 A Street	0.22	**1500**	**G**	98%	0%	1%	1%	0%	0%	C	0.091	F	0.583	1600	G	2003
				To: ECL Waynesboro												
				From: Rosser Ave												
5100 Thirteenth St	0.63	**4500**	**G**	98%	0%	1%	0%	0%	0%	F	0.096	F	0.564	4800	G	2003
				To: Pine Ave												
				From:												
5100 Thirteenth St	0.43	**2900**	**G**	98%	0%	1%	0%	0%	0%	C	0.093	F	0.533	3000	G	2003
				To: Arch Ave												
				From: Northgate Ave												
5101 Davis Rd	0.09	**800**	**G**	99%	0%	1%	0%	0%	0%	F	0.097	F	0.513	850	G	2003
				To: Vedette St												
				From: Davis Rd												
5101 Vedette Ave	0.68	**810**	**G**	99%	0%	1%	0%	0%	0%	C	0.1	F	0.561	860	G	2003
				To: Main St												
				From: Davis Rd												
5103 Northgate Ave	0.33	**2400**	**G**	98%	0%	1%	1%	0%	0%	C	0.086	F	0.562	2500	G	2003
				To: Meadowbrook Rd												
				From: Northgate Ave												
5103 Meadowbrook Rd	0.76	**3200**	**G**	99%	0%	1%	0%	0%	0%	C	0.094	F	0.513	3400	G	2003
				To: Lyndhurst Rd												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Waynesboro																
5104 Hopeman Pkwy	0.89	**9100**	**G**	95%	0%	2%	1%	2%	0%	F	0.086	F	0.501	9700	G	2003
From: Main St																
To: Ivy St																
5104 Hopeman Pkwy	0.96	**7900**	**G**	95%	0%	2%	1%	2%	0%	F	0.087	F	0.514	8400	G	2003
From: Ivy St																
To: King Ave																
5104 Hopeman Pkwy	0.58	**7600**	**G**	95%	0%	2%	1%	2%	0%	F	0.087	F	0.529	8000	G	2003
From: King Ave																
To: Genicom Dr																
5104 Hopeman Pkwy	0.29	**6500**	**G**	95%	0%	2%	1%	2%	0%	C	0.088	F	0.630	6800	G	2003
From: Genicom Dr																
To: Delphine Ave																
5105 Lyndhurst Rd	1.61	**3100**	**G**	97%	0%	2%	1%	0%	0%	C	0.097	F	0.631	3300	G	2003
From: SWCL Waynesboro																
To: Meadowbrook Rd																
5105 Lyndhurst Rd	0.65	**5800**	**G**	97%	0%	2%	1%	0%	0%	F	0.094	F	0.586	6100	G	2003
From: Meadowbrook Rd																
To: Woodrow Ave																
5105 Wayne Ave	0.37	**6600**	**G**	97%	0%	2%	1%	0%	0%	F	0.099	F	0.611	7000	G	2003
From: Woodrow Ave																
To: 13th St																
5105 Wayne Ave	0.47	**5900**	**G**	97%	0%	2%	1%	0%	0%	F	0.096	F	0.548	6200	G	2003
From: 13th St																
To: US 250 Broad St																
5105 Florence Ave	0.83	**1800**	**G**	97%	0%	2%	1%	0%	0%	F	0.099	F	0.626	1900	G	2003
From: Ohio St																
To: Bridge Ave																
5106 New Hope Rd	0.59	**NA**									NA			NA		
From: Dead End																
To: Hopeman Pkwy																
5106 Whitebridge Rd	0.98	**980**	**G**	98%	0%	1%	1%	0%	0%	C	0.109	F	0.530	1000	G	2003
From: Guilford La																
To: NCL Waynesboro																
5107 King Ave	0.62	**5800**	**G**	98%	0%	1%	1%	0%	0%	F	0.087	F	0.583	6200	G	2003
From: Ivy St																
To: Bridge St																
5107 King Ave	0.57	**3700**	**G**	98%	0%	1%	1%	0%	0%	C	0.097	F	0.590	3900	G	2003
From: Bridge St																
To: Hopeman Pkwy																
5108 Poplar Ave	0.29	**2500**	**G**	98%	0%	1%	1%	0%	0%	F	0.09	F	0.593	2600	G	2003
From: 13th St																
To: Main St																
5109 Windsor Rd	0.43	**4000**	**G**	98%	0%	1%	1%	0%	0%	C	0.098	F	0.51	4200	G	2003
From: Delphine Rd																
To: Lyndhurst Rd																
5110 4th Street	0.31	**1300**	**G**	99%	0%	1%	0%	0%	0%	F	0.095	F	0.521	1400	G	2003
From: Charlotte Ave																
To: Delphine Ave																
5110 4th Street	0.46	**2500**	**G**	99%	0%	1%	0%	0%	0%	C	0.09	F	0.634	2600	G	2003
From: Delphine Ave																
To: Jackson Ave																
5111 Arch Ave	0.85	**2700**	**G**	93%	2%	2%	2%	1%	0%	C	0.102	F	0.53	2800	G	2003
From: Wayne Ave																
To: Broad St																
5112 Bridge Ave	1.02	**2000**	**G**	97%	0%	2%	0%	0%	0%	C	0.099	F	0.520	2100	G	2003
From: Hopeman Pkwy																
To: Bath St																
5112 Second St	0.24	**4600**	**G**	97%	0%	2%	0%	0%	0%	F	0.093	F	0.61	4800	G	2003
From: Bath St																
To: Delphine St																
5113 Charlotte Ave	0.72	**3300**	**G**	95%	0%	2%	1%	2%	0%	C	0.097	F	0.529	3500	G	2003
From: Main St																
To: 3rd St																

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City of Waynesboro																
(5113) 3rd Street	0.18	**1500**	**G**	95%	0%	2%	1%	2%	0%	F	0.104	F	0.636	1600	G	2003
From: Charlotte Ave																
To: Bath Ave																
(5114) Shenandoah Ave	0.58	**890**	**G**	99%	0%	1%	0%	0%	0%	C	0.100	F	0.5	950	G	2003
From: Delphine Ave																
To: Kirby Ave																
(5118) Delphine Ave	1.22	**5000**	**G**	86%	1%	3%	2%	8%	0%	C	0.095	F	0.533	5300	G	2003
From: SCL Waynesboro																
To: I-64																
(5118) Delphine Ave	2.25	**8900**	**G**	91%	1%	3%	1%	4%	0%	C	0.09	F	0.528	9300	G	2003
From: Main St US 250																
(5119) Oak La	1.39	**430**	**G**	96%	0%	1%	2%	0%	0%	C	0.1	F	0.609	450	G	2003
From: Delphine Ave																
To: Lyndhurst Ave																
(5120) Sherwood Rd	0.18	**1700**	**G**	99%	0%	1%	0%	0%	0%	C	0.101	F	0.547	1800	G	2003
From: Hopeman Pkwy																
To: NCL Waynesboro																
(5121) New Hope Rd	0.07	**1100**	**G**	97%	0%	1%	1%	0%	0%	F	NA			1200	G	2003
From: White Bridge Rd																
To: Guilford La																
(5121) Guilford La	0.08	**1800**	**G**	97%	0%	1%	1%	0%	0%	C	0.104	F	0.549	1900	G	2003
From: Hampton Dr																
To: Ivy St																
(5122) Lew Dewitt Blvd	1.45	**9500**	**G**	98%	0%	1%	0%	1%	0%	C	0.106	F	0.567	10000	G	2003
From: Rosser Ave																
To: Main St																
Bath Ave		**1600**	**G**								0.101	F		1700	G	2003
From: 2nd St																
To: 3rd St																
Bath Avenue		**390**	**G**								0.127	F	0.52	390	G	2003
From: 3rd Street																
To: 4th Street																
Chatham Rd		**240**	**G**								0.092	F		250	G	2003
From: Greenbrier Rd																
To: Sunset Ln																
Cherry Ave		**200**	**G**								0.088	F		220	G	2003
From: 13th St																
To: 14th St																
Chestnut Ave		**390**	**G**								0.09	F		410	G	2003
From: 12th St																
To: 13th St																
Edward Avenue		**350**	**G**								0.176	F	0.669	350	G	2003
From: Route 254																
To: Hickory Street																
Florence Ave		**1700**	**G**								0.085	F		1700	G	2003
From: Hemlock St																
To: Bridge Ave																
Monticello St		**190**	**G**								0.103	F		210	G	2003
From: Bader St																
To: Dead End																